The Atchison, Topeka & Santa Fe Railway Co.

Coast Lines

VALLEY
AND
SAN FRANCISCO TERMINAL DIVISIONS

EMPLOYES' TIME TABLE No. 58

IN EFFECT

SUNDAY, DECEMBER 4, 1927,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 57, Dated November 14, 1926, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

W. K. ETTER,
GENERAL MANAGER,
Los Angeles, Cal.

J. W. WALKER,
SUPERINTENDENT,
Fresno, Cal.

J. A. CHRISTIE,
SUPERINTENDENT,
San Francisco Terminal Division,
San Francisco, Cal.

E. W. TERRY,
TRAINMASTER,
San Francisco Terminal Division,
Richmond, Cal.

V. J. IMHOFF,
CHIEF DISPATCHER
Fresno, Cal.

W. A. BUCKNER,
NIGHT CHIEF DISPATCHER,

J. R. HITCHCOCK,
ASST. GENERAL MANAGER,
Los Angeles, Cal.

G. W. SIMPSON,
ASSISTANT
SUPERINTENDENT,
Fresno, Cal.

P. W. DOANE,
H. H. TISDALE,
TRAINMASTERS,
Fresno, Cal.

J. D. SUTHERLAND,
J. H. ZIESKE,
J. L. HARTZELL,
F. H. VANDERCOOK,
A. C. HARGIS,
S. A. WYSONG,
H. HOLDER,
P. W. ARCHIBALD,
DISPATCHERS, Fresno, Cal.

ALL DISTRICTS

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. The number of tons shown by rate sheet as ordinary rating for engines is based on the maximum grade; but between points where grades and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill out trains to car limit or to full capacity of their engines.

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine. Outfit cars in trains or being switched must have air coupled and working and must be placed with the engine.

5. No freight train will run more than forty miles without stop for inspection of train, except that this distance may be exceeded between Bakersfield and Allensworth, Corcoran and Shafter, Corcoran and Calwa via Hanford, Corcoran and Reedley, Calwa and LeGrand, Mormon and Bay Point, providing stop and inspection is made at stations entering and leaving the above limits.

6. Rule 91: In addition to instructions contained therein, the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines moving in the same direction must keep five minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "Proceed," and the lamp left burning. When the light is not displayed, trains will reduce speed, and if necessary to ascertain position of signal must be stopped. If no operator on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located at Kern Junction — Bakersfield — Landco, Oil Junction — Ainrof, Treadwell Jct. — Porque, Corcoran, Hanford, Visalia, Cutler—Wyeth, Lindsay, Porterville, Reedley, Piedra, Calwa—Fresno—Hammond, Merced, Riverbank—Oakdale, Stockton—Mormon, Antioch, Pittsburg, Bay Point, Richmond—Ferry Point and Oakland.

Richmond yard limits extend on the Oakland District to a point 750 feet west of the Pullman Company switch.

First-class trains when ten minutes or more late are required to move within yard limits at each Kern Junction—Bakersfield—Landco, Corcoran, Cutler—Wyeth, Reedley, Calwa—Fresno—Hammond, Riverbank—Oakdale, Stockton—Mormon, Richmond—Ferry Point and Oakland, under control, and responsibility for accident will rest with the first-class train.

In case of fog or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

At Bakersfield no train or engine may exceed a speed of eight miles per hour in the zone between Chester Avenue crossing and Bridge B-889; within this zone there will be no superiority of trains. All movements must be under control, expecting to find track occupied.

At Fresno no train or engine may exceed a speed of eight miles per hour in the zone between Tulare Street and Ventura Street. Within this zone there will be no superiority of trains. All movements must be under control expecting to find track occupied.

The following yard limits are applicable to second class and extra trains only: Oil Junction-Ainrof, Treadwell Jct.-Porque, Hanford, Visalia, Piedra, Lindsay, Porterville, Merced, Antioch, Pittsburg and Bay Point.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains."

Unless otherwise directed extra trains between Calwa and Corcoran will run via first district.

10. The following addition is made to Rule 86-A and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

11. Extra trains created by example 3 of Form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

First class trains holding any of the orders described under examples 1, 2 and 4 of Form "E," must be governed by the requirements of Rule 92-A excepting as to the first station named in such orders and inferior trains will respect them accordingly

An additional copy of all train orders and clearance cards shall be supplied for delivery to rear brakeman.

In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

When helper engine is to be coupled into a train, copies of all orders affecting movement of such train, at or beyond the station where helper is attached, must be provided for and delivered to engineman. Helper enginemen must not proceed without such orders.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

Trains entering sidings must not stop foul of main track to allow brakeman to get on. All movements on sidings must be under control.

13. Rule 5 (B) and last paragraph of Rule D-5: All trains will register at Register Stations.

At Oil Junction, No. 10 will register by form 903.
At Calwa, Nos. 2, 9, 10, 22 and 23 will register by form 903.
At Corcoran, Nos. 2, 22, 9 and 21 will register by form 903.

At Fresno, Corcoran, Visalia and Cutler, extra trains (excepting those originating and terminating) need not register, but will check register for opposing trains, unless such trains have been met on single track or their arrival indicated on register previously checked.

At Bakersfield a Southern Pacific register will be maintained by the operators which will contain the same information indicated on the register at Kern Jct. and will be used to comply with S. P. Rule 83-C, but must not be used for registration.

At Richmond first-class trains may register by Form 903, but must check register against opposing superior trains unless given check by train order.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe wheels, and know that brakes are not sticking.

15. The second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

16. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located at Bakersfield, Corcoran, Reedley, Calwa, Riverbank, Mormon, Richmond and Ferry Point.

18. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required by Rule 3.

19. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar and train conductors must observe that this is done.

Maximum speed of passenger trains, thirty miles per hour, freight trains, twenty miles per hour over switches and frogs entering or leaving turnouts at double track junctions not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers, ten miles per hour.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Trains handling wrecking derricks must not exceed twenty-five miles per hour on the First, Second, Third and Visalia Districts, and fifteen miles per hour on all other Districts.

Trains having dead engines in tow must observe the following:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed 10 miles per hour or 6 minutes for each and every mile.

With rods down or disconnected but with all drivers on rail, speed of train must not exceed 15 miles per hour or 4 minutes for each mile.

With all rods up and connected, speed of train may be increased to 20 miles per hour or 3 minutes for each mile run.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
308–332	1	43	1	43	1	43
439–453	1	12	1	43	1	30
464–467	1	43	1	43	1	43
468–497	0	51	1	43	1	30
649–728	1	43	1	43	1	43
769–788	1	43	1	43	1	43
789–824	1	43	1	43	1	43
825–864	1	43	1	43	1	43
900–989	1	43	1	43	1	43
990–999	1	43	1	43	1	43
1200–1225	0	51	1	43	1	30
1226–1266	0	51	1	43	1	30
1270–1289	0	51	1	43	1	30
1297–1308	0	51	1	43	1	30
1309–1388	0	51	1	43	1	30
1400–1478	0	51	1	43	1	30
3500–3534	0	51	1	43	1	30
1950–1991	1	43	1	43	1	43
Switch, no truck					3	00
All Other Classes			1	43	1	43
All Classes, backing up					3	00

A tolerance of ten (10) per cent is allowed on the above excepting engines whose maximum is 70 miles per hour (one mile in 51 seconds).

20. Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

21. Trainmen, enginemen, or other employes using fusees for protection on single track should place them outside of the rails on the engineer's side. On double track, fusees should be placed on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fusees so placed.

When doubling, running for water, or for any purpose it becomes necessary to leave portion of train on main track, a red flag by day and a red light by night must be placed in a conspicuous position on forward end of the head car, and in addition two torpedoes must be placed 1,000 feet in advance thereof.

22. No train will leave its initial station on any district without receiving clearance card (Form 902) except westward trains at Kern Junction and at points where telegraph or telephone offices are not maintained or where operator not on duty.

No train will leave Richmond, Oil Junction, or Ducor (except when operator not on duty), (except Nos. 2, 22, 37, 43, 45, 49, 21, 41, 9, 5, 321, 341, 307, 309 and 305 at Richmond), without receiving clearance card.

At Fresno, first-class trains must get clearance (Form 902); other than first-class trains will not be required to get clearance.

At Calwa, Nos. 2, 9, 10, 22 and 23 need not get clearance card (Form 902) if train order signal indicates clear.

23. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given.

Rule 882. Passenger trains will make this test as follows:

(a) Leaving terminal.
(b) Following any change in makeup of train.
(c) Following change of crews.
(d) Before descending steep grades unless train has been stopped and test made in accordance with Rule 876.

In making this test, speed of train must be not less than 15 miles per hour and engine brake must be released so that it will be known that speed is reduced by application of brakes upon the train.

Flagman must take position on retainer end of rear car and when he hears exhaust, caused by release of air, give engineman proceed signal; if brakes fail to release properly or proceed signal not received, train must be stopped.

This in no way modifies nor affects other requirements of the rule.

25. Rule 311: All employes are hereby warned that it is dangerous to stand erect on cars, particularly cars of extraordinary height, while passing through tunnels or at places where there is insufficient clearance and necessary precaution must be used to protect themselves against injury.

26. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

27. Where upper quadrant three-position signals are installed the following indications will be provided:

STOP—Arm horizontal, or red light.
PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.
PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in automatic signal at night and the arm can be plainly seen trains will be governed by position of arm.

Where hooded indicators are located at switches the absence of light will indicate block occupied, when light is seen block is clear.

28. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other trains moving in the same direction for which there are no orders, but must instead issue clearance card (Form 902).

Rule 221-A applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

29. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signals to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train.

30. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, normal speed may be resumed.

31. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

32. At station where meal has been served to train the conductor thereof must know that passengers have finished and are out of dining room and lunch counter before announcing departure.

33. Rule 469: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where damage from fire might result.

34 **FLAG STOP TO PICK UP REVENUE PASSENGERS**

Train	STOPS	PASSENGERS DESTINED
No. 2	Any station	East of Bakersfield
No. 22	Any station	East of Bakersfield

FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	STOPS	PASSENGERS FROM
No. 2	Any station east of Fresno	West of Fresno
No. 22	Any station between Fresno and Bakersfield	Fresno and West Thereof
No. 22	At Escalon	San Francisco, Oakland, Berkeley or Richmond
No. 5	Any station west of Cutler	East of Fresno
No. 9	Any station	East of Bakersfield
No. 21	Any station	East of Bakersfield

35. Rule 5: At following stations, certain switches (other than extreme) are designated as "heading in" points for trains required to take siding; at these stations trains holding main track will keep clear of such switches until opposing trains shall have cleared them.

Corcoran, First District (Eastward trains only), Cross-over switch west of water tank.

Hanford, trains taking siding use siding west of S. P. crossing.

Calwa, trains entering yard from Visalia district will use Eastward main track to first switch west of double track junction.

Merced (Westward first-class trains only), Cut-off switch East of depot.

Riverbank (Westward first-class trains only), Lead or passing track switch opposite car repair shed.

Stockton (Westward trains), Cut-off switch West of depot.

Glen Frazer, Westward trains taking siding will use South passing track and Eastward trains the North passing track.

Christie and Gateley, Westward trains taking siding will use the North passing track and Eastward trains the South passing track.

36. In automatic signal territory, both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

37. Empties should be handled in solid trains when practicable. When handled with loads in trains of 50 cars or more, empties in excess of 10 should be handled two thirds on the head end and one third on rear. In trains of less than 50 cars with empties in excess of ten, all empties should be placed as near center of train as possible. Local trains are exempted from the above and should be made up in station order.

(Continued on Page 12)

WESTWARD					Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	TIME TABLE NO. 58 December 4, 1927	Ruling Grade Ascending.	Telegraph and Telephone Offices and Booth Phones	EASTWARD			
	First Class											First Class			
33	21	23	5	9								2	10	22	34
FREIGHT	The Missionary	PASSENGER	PASSENGER	The Navajo								The Navajo	PASSENGER	The Missionary	FREIGHT
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 12.45	PM 6.59			AM 9.05	59		885.2		KERN JUNCTION		P	AM 8.40		PM 11.10	PM 10.10
								0.0	2.5	15.8					
1.00 2.30	s 7.09 ¶ 8.35		AM 11.30	s 9.15 ¶ 9.45	YARD	FW TY	887.7		**BAKERSFIELD**		P	¶ 8.30 s 8.00	PM 8.00	11.00 s10.45	10.00 7.10
								13.3	2.1	0.0					
	8.39		11.37 AM	9.49			889.8		LANDCO		B	7.53	7.54 PM	10.38	
								0.0	2.1	15.5					
	8.42			9.52	74		891.9		JASTRO		B	7.49		10.34	
								0.0	3.8	14.7					
	f 8.47			f 9.57	81		895.7		ROSEDALE		B	7.44		f10.29	
								0.0	4.9	14.0					
	8.53			10.03	83		900.6		UNA		B	7.37		10.22	
								9.2	4.9	0.0					
	f 8.59			f10.10	83		905.5		SHAFTER		DP	f 7.30		s10.14	
								0.0	7.5	10.6					
	s 9.09			s10.21	91	W	913.0		WASCO		P	s 7.20		s10.03	
								0.0	5.8	15.8					
	9.17			10.29	83		918.8		ELMO		B	7.10		9.54	
								0.0	2.7	10.6					
	f 9.21			f10.33	16		921.5		POND		B	7.06		f 9.51	
								0.0	3.0	15.8					
	9.25			10.37	83		924.5		KERNELL		B	7.02		9.47	
								0.0	7.5	8.4					
	f 9.37[22]			f10.48	83	W	932.0		ALLENSWORTH		DP	6.52		f 9.37[21]	
								1.1	4.4	1.7					
	f 9.46			10.54	104		936.4		STOIL		B	6.45		f 9.30	
								9.5	5.7	9.0					
	f 9.53			f11.02	83		942.1		ANGIOLA		DP	6.38		f 9.23	
								4.1	3.8	0.0					
	9.58			11.07	83		945.9		BLANCO		B	6.33		9.17	
								0.0	1.0	0.0					
					21		946.9		TURNBULL						
								0.0	4.0	2.6					
	s10.08	PM 2.30		s11.18	YARD	WY	950.9		**CORCORAN**		P	s 6.25		9.10 s 9.03	
								3.2	3.0	0.0					
	10.14	f 2.36		11.23	85		953.9		BEAN		B	6.16		8.58	
								4.1	6.2	0.0					
	f10.22	f 2.45		11.30	93		960.1		GUERNSEY		DP	6.09		f 8.51	
								5.8	4.0	0.0					
	10.27	2.52		11.36	25		964.1		ODESSA			6.04		8.45	
								5.2	3.8	0.0					
	s10.35	s 3.02		s11.46	170	W	967.9		S. P. Co. Goshen Branch Crossing HANFORD		P	s 5.58		s 8.39	
								9.0	3.3	0.0					
	10.40	3.09		11.52	24		971.2		BANNER			5.46		8.30	
								10.6	0.6	0.0					
					5		971.8		LUCERNE		B				
								0.0	1.5	0.0					
	10.43	3.12		11.55	83		973.3		SHIRLEY		B	5.43		8.27	
								14.6	2.7	15.8					
	f10.47	f 3.18		PM f12.01	83	Y	976.0		LATON		DP	f 5.39		f 8.24	
								0.0	5.9	15.8					
	f10.56	f 3.27		12.08	83	W	981.9		CONEJO		DP	f 5.30		f 8.17	
								10.6	3.7	0.0					
	f11.02	3.33		12.13	32	B	985.6		MONMOUTH		B	5.24		8.13	
								10.6	2.7	0.0					
	f11.07	f 3.38		f12.17	82		988.2		BOWLES		DP	f 5.20		f 8.09	
								10.6	2.8	0.0					
	11.12	3.43		f12.20	83		991.1		OLEANDER		B	f 5.14		f 8.05	
								0.0	3.3	4.2					
							994.4		S. P. Co. Main Line Crossing		P				
								0.0	0.8	4.2					
9.30 PM	s11.20 PM	s 3.50 PM		s12.28 PM	YARD	FW TY	995.2		CALWA		P	5.07 AM		8.00 PM	1.00 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(110.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
(15.2)	(37.7)	(33.2)	(18.0)	(38.2)					Average speed per hour			(36.1)	(25.2)	(39.3)	(17.4)

No. 33 has no Time Table superiority.

No. 34 has no Time Table superiority.

VISALIA DISTRICT

WESTWARD First Class				Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Miles from Corcoran	Ruling Grade Ascending	TIME TABLE NO. 58 December 4, 1927	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class			
25	11	5	27								30	28	10	24
PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	No Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 10.15	PM 7.05		AM 11.20	YARD	FWY	0.0		**CORCORAN**		P	AM 9.25	PM 2.23		PM 8.58
							28.5	4.1	0.0					
f10.22	f 7.13		f11.29	22		4.1		WAUKENA		DP	s 9.15	f 2.13		f 8.48
							13.2	5.6	0.0					
f10.30	f 7.23		f11.39	39		9.7		PAIGE			f 9.02	f 2.02		f 8.38
							8.9	1.9	0.0					
10.33	f 7.27		f11.42	17		11.6		ROBLA			f 8.58	1.59		f 8.33
							16.6	3.1	0.0					
s10.39	s 7.35		s11.50	29		14.7		S. P. Co. Main Line Crossing TULARE		P	s 8.52	s 1.52		s 8.27
							13.9	4.0	0.0					
f10.46	f 7.43		f11.58	19		18.7		SWALL			f 8.44	1.42		f 8.17
							5.3	1.3	0.0					
10.48	7.45		PM 12.01	61		20.0		LOMA			8.42	1.39		8.14
							5.3	4.8	0.0					
s10.56	7.55 PM		12.10 PM	54	W	24.8		**VISALIA** S. P. Co. Visalia Branch Crossing		P	s 8.35	1.30 PM		8.05 PM
							0.0	6.6	16.2					
11.07				34		31.4		PERAL			f 8.21			
							11.6	1.5	0.0					
						32.9		S.P.Co.Porterville Branch Crossing						
							11.6	2.9	0.0					
f11.13				32		35.8		YETTEM		DP	s 8.14			
							10.6	2.3	15.9					
s11.18		PM 2.40		76	W F	38.1		**CUTLER**		DP	s 8.09		PM 4.50	
							0.0	3.2	0.0					
f11.24		f 2.46		38		41.3		SULTANA		DP	s 8.03		f 4.43	
							0.0	3.5	13.2					
f11.31		f 2.54		59		44.8		NORTH DINUBA		DP	s 7.56		f 4.36	
							9.3	3.7	0.0					
s11.37		s 3.01		Yard	WY F	48.5		REEDLEY		DP	s 7.50		s 4.28	
							14.6	1.9	0.0					
						50.4		S.P.Co.Porterville Branch Crossing						
							14.6	0.3	0.0					
11.43		f 3.06		35		50.7		LACJAC			f 7.42		f 4.19	
							0.0	2.4	0.0					
s11.47		f 3.10		48	W	53.1		PARLIER		DP	s 7.37		f 4.15	
							5.3	1.5	0.0					
11.49		f 3.14		27		54.6		MILEY			f 7.34		f 4.11	
							1.1	3.6	2.5					
s11.55		f 3.21		61	W	58.2		DEL REY		DP	s 7.28		f 4.05	
							0.0	3.4	7.9					
AM 12.01		f 3.28		50		61.6		WOLF			f 7.21		f 3.57	
							0.0	2.5	8.5					
f12.06		f 3.34		38		64.1		LONE STAR		DP	s 7.16		f 3.53	
							0.0	2.0	10.6					
12.09		f 3.38		33		66.1		CECILE			f 7.12		3.49	
							0.0	2.5	10.6					
12.15 AM		3.42 PM		Yard	FW TY	68.6		**CALWA**		P	7.08 AM		3.44 PM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(68.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
(34.3)	(29.7)	(29.5)	(29.7)					Average speed per hour			(30.0)	(28.1)	(27.7)	(28.1)

WESTWARD												
First Class												
33	21	23	5	9	41	15	25	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	TIME TABLE NO. 58 December 4, 1927
FREIGHT	The Missionary	PASSENGER	PASSENGER	The Navajo	PASSENGER	PASSENGER	PASSENGER					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No.Cars		Miles		STATIONS
PM 11.00	PM 11.21	PM 3.51	PM 3.43^{10}	PM 12.28	AM 7.30	AM 6.35	AM 12.16	Yard	FW TY	995.3		**CALWA**
											15.8	1.5
										996.8		S.P.Co. Porterville Branch Crossing
											15.8	0.9
												S. P. Co. Pollasky Branch Crossing
												0.4
	s11.30 AM 12.35	3.58 PM	s 3.50 4.05	s12.35 12.45	s 7.37 7.45	6.45 AM	12.23 AM	Yard	W	998.1		**FRESNO**
											15.8	2.0
	12.40		4.09	12.49	7.49			82		1000.1		HAMMOND
											15.8	5.6
	12.50		4.16	12.56	f 7.56			83		1005.7		FIGARDEN
											10.6	5.9
	1.00		4.23	f 1.04	8.03			82		1011.6		GREGG
											0.0	2.4
	1.05		4.26	1.08	f 8.06			47		1014.0		TRIGO
											15.8	5.6
	1.14		4.32	f 1.16	8.13			83	W	1019.6		MADERA
											16.1	6.5
	1.24		4.39	1.24	8.21			83		1026.1		KISMET
												0.3
										1026.4		S. P. Co. Berenda Branch Crossing
											7.4	3.9
	1.31		4.43	1.29	f 8.27			49		1030.3		SHARON
											15.8	5.5
	1.41		4.49	f 1.37	8.34			83		1035.8		MARGUERITE
											0.0	2.6
	1.47		4.52	1.41	8.37			18		1038.4		DICKINSON
											0.0	3.1
	f 1.54		4.56	s 1.45	s 8.41			64	W	1041.5		LEGRAND
											0.0	3.0
	2 00		4.59	1.50	8.45			19		1044.5		BURCHELL
											5.3	2.8
	2.06		f 5.02	f 1.53	f 8.48			53		1047.3		PLANADA
											0.0	3.3
	2.12		5.05	1.57^{10}	f 8.52			85		1050.6		TUTTLE
											0.0	5.5
	s 2.23		s 5.15 ¶ 5.45	s 2.05 ¶ 2.35	s 9.02			Yard	W	1056.1		MERCED
												Yosemite Valley R. R. Crossing
											5.3	0.7
										1056.8		S. P. Co. Oakdale Branch Crossing
											0.0	5.5
	2.36		5.53^{22}	2.45	9.11			81		1062.3		CUBA
											15.8	1.8
	2.39		5.55	2.48	9.13			15		1064.1		YAM
											10.6	1.3
	2.42		5.57	f 2.51	f 9.15			28		1065.4		WINTON
											0.0	2.9
	2.47		6.01	2.57	f 9.20			82		1068.3		CRESSY
											19.8	3.7
	2.57^{2}		6.05	3.03	f 9.24			82		1072.0		BALLICO
											15.8	7.6
	f 3.08		6.14	s 3.14	s 9.34			85	W	1079.6		DENAIR
											0.0	6.2
	f 3.17		6.22	s 3.23	s 9.43			83		1085.8		HUGHSON
											17.4	3.4
	3.23		6.27	f 3.29	f 9.48			83		1089.2		EMPIRE
											7.9	3.6
	3.30		6.32	3.35	9.53			51		1092.8		CLAUS
											26.4	3.5
5.00 AM	3.40 AM		6.38 PM	3.41 PM	9.59 AM			Yard	FW TY	1096.3		**RIVERBANK**
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(101.0)
(16.8)	(31.2)	(24.0)	(46.6)	(39.6)	(43.0)	(16.8)	(24.0)					------Average speed per hour

No. 33 has no Time Table superiority.

SECOND DISTRICT

TIME TABLE
NO. 58
December 4, 1927

EASTWARD
First Class

STATIONS	Telegraph and Telephone Offices and Booth Phones	Ruling Grade Ascending	26	2	30	10	22	18	42	34
			PASSENGER	The Navajo	PASSENGER	PASSENGER	The Missionary	PASSENGER	PASSENGER	FREIGHT
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
CALWA	P		AM 12.45	AM f 5.07	AM s 7.07	PM s 3.43^{5}	PM f 8.00	PM 4.20	PM 11.12	AM 10.30
1.5		2.6								
S.P.Co. Porterville Branch Crossing	P									
0.9		2.6								
S. P. Co. Pollasky Branch Crossing	P									
0.4		5.3								
FRESNO	P		12.35 AM	5.00 s 4.48	7.00 AM	3.35 s 3.20	7.53 s 7.43	4.10 PM	s 11.05	
2.0		5.3								
HAMMOND	B			4.42		3.12	7.34		10.57	
5.6		5.3								
FIGARDEN	B			4.35		f 3.04	7.27		10.50	
5.9		15.8								
GREGG	B			4.27		f 2.56	7.21		10.43	
2.4		15.8								
TRIGO	B			4.24		f 2.52	7.18		10.40	
5.6		12.7								
MADERA	DP			4.17		f 2.44	7.12		10.34	
6.5		15.8								
KISMET	P			4.09		f 2.36	7.05		10.26	
0.3		0.0								
S. P. Co. Berenda Branch Crossing										
3.9		0.0								
SHARON	B			4.03		f 2.29	7.00		10.21	
5.5		15.8								
MARGUERITE	B			3.55		f 2.21	6.53		10.14	
2.6		15.8								
DICKINSON				3.51		2.17	6.50		10.11	
3.1		15.8								
LEGRAND	DP			3.47		s 2.12	6.47		f 10.07	
3.0		15.8								
BURCHELL				3.42		2.06	6.44		10.03	
2.8		10.6								
PLANADA	DP			3.39		s 2.03	6.41		f 9.59	
3.3		14.6								
TUTTLE	B			3.34		f 1.57^{9}	6.37		9.55	
5.5		10.6								
MERCED Yosemite Valley R. R. Crossing	P			s 3.25		¶ 1.47 s 1.17	¶ 6.30 s 6.00		s 9.48	
0.7		17.4								
S. P. Co. Oakdale Branch Crossing										
5.5		17.4								
CUBA	B			3.11		f 1.07	5.53^{5}		9.37	
1.8		15.8								
YAM				3.09		1.05	5.48		9.35	
1.3		0.0								
WINTON	DP			3.07		s 1.03	5.45		9.33	
2.9		0.0								
CRESSY	B			3.02		f 12.56	5.40		9.29	
3.7		19.8								
BALLICO	B			2.57^{21}		f 12.51	5.36		9.25	
7.6		15.8								
DENAIR	DP			2.47		s 12.40	5.27		f 9.16	
6.2		0.0								
HUGHSON	DP			2.39		s 12.30	5.20		f 9.07	
3.4		15.8								
EMPIRE	DP			2.34		s 12.22	5.15		f 9.01	
3.6		0.0								
CLAUS	B			2.29		f 12.16	5.10		8.56	
3.5		0.0								
RIVERBANK	P			2.23 AM		12.10 PM	5.04 PM		8.50 PM	4.30 AM
(101.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour-------			(16.8)	(39.9)	(24.0)	(30.6)	(36.5)	(16.8)	(42.7)	(16.8)

No. 34 has no Time Table superiority.

FRESNO INTERURBAN DISTRICT

TIME TABLE
NO. 58
December 4, 1927

WESTWARD	Capacity of Sidings No. Cars	Fuel, Water, Turn Tables and Wyes	Miles from Hammond Miles	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD
	20	W	0.0		HAMMOND		B	
				0.0	2.0	0.0		
	12		2.0		CEDAR			
				0.0	0.4	0.0		
	5		2.4		**BARTONETTE**		B	
				0.0	0.8	0.0		
	5		3.2		ROESSLER			
				0.0	1.7	0.0		
	5		4.9		LOS PALMO S. P. Co. Friant Branch Crossing			
				0.0	1.1	0.0		
	13		6.0		BRONGE			
				0.0	0.5	0.0		
	11		6.5		FORTHCAMP			
				0.0	0.7	0.0		
	30		7.2		BURNESS			
				0.0	1.4	0.0		
	24		8.6		POSSON			
				0.0	1.0	0.0		
	11		9.6		BLASINGAME			
				0.0	0.5	0.0		
	16		10.1		HOPPER			
				0.0	0.8	0.0		
	8		10.9		SMITHVILLE			
				0.0	1.4	0.0		
	5		12.3		LINES			
				0.0	0.6	0.0		
	47		12.9		FAIRVIEW		B	
				42.2	1.4	10.6		
	5		14.3		HABER			
				0.0	0.1	0.0		
	2		14.4		BASHONE			
				15.8	0.6	0.0		
	17	W	15.0		ZEDIKER		B	
				9.5	0.7	0.0		
	13		15.7		RIVERBEND			
				31.7	1.0	42.2		
	6		16.7		ELK		B	
				10.6	0.2	0.0		
	0		16.9		BELMONT AVE.			
					(16.9)			

THIRD DISTRICT

No. 33 has no Time Table superiority.

WESTWARD

First Class

TIME TABLE
NO. 58
December 4, 1927

33	49	5	9	45	43	41	37	21	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	
FREIGHT	The Navajo	PASSENGER	The Navajo	PASSENGER	The Missionary	PASSENGER	PASSENGER	The Missionary					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS
AM 6.00		PM 6.43	PM 3.48			AM 10.04		AM 3.50	YARD	FW TY	1096.3	15.8	**RIVERBANK** 5.3
		s 6.51	s 3.59			s10.11		f 4.01	49	W	1101.6	0.0	ESCALON 5.4
		6.59	4.07			f10.18		f 4.10	47		1107.0	0.0	AVENA 5.5
		7.06	4.14			10.24		f 4.18	83		1112.5	0.0	BURNHAM 4.4
		7.11	4.20			10.29		4.25	83		1116.9	0.0	LARSON 3.4
		7.14	**4.27^{22}**			10.34		4.31	Yard	W	1120.3	0.0	MORMON 1.1
		s 7.23	s 4.30 4.35			s10.40		s 4.35 4.45	Yard	FW TY	1121.4	1.6	S.P. and W.P. Main Line Crossings STOCKTON Western Pacific Ry. Crossing. 4.5
		7.32	4.42			10.47		4.54	66		1125.9	0.0	WOODSBRO 1.2
		7.34	4.44			10.49		4.56	49		1127.1	0.0	GILLIS 2.2
		7.37	s 4.47			s10.52		f 5.03	83		1129.3	0.8	HOLT 4.2
		7.44^{42}	4.55			**11.00^{10}**		5.10	72		1133.5	11.6	TRULL 1.3
		7.46	f 4.58			f11.05		f 5.12	14		1134.8	0.0	MIDDLE RIVER 2.0
		7.49	f 5.03			f11.10		5.17	83	W	1136.8	3.2	ORWOOD 3.1
		7.53	5.08			11.15		5.22	72		1139.9	6.3	BIXLER 3.1
		7.57	s 5.14			f11.20		f 5.28	51		1143.0	3.6	KNIGHTSEN 3.1
		8.01	s 5.20			f11.25		f 5.34	82		1146.1	13.2	OAKLEY 4.7
		8.07	5.27			11.31		5.40	83		1150.8	0.0	SANDO 1.3
		s 8.10	s 5.33			s11.34		s 5.45	Yard	W	1152.1	15.8	ANTIOCH 3.7
		f 8.16	s 5.41			s11.40		f 5.52	82		1155.8	5.3	PITTSBURG 3.6
		8.21	5.48			11.45		5.58	82		1159.5	15.8	BROSE 4.1
		8.27	f 5.54			f11.50		f 6.05	YARD		1163.6	0.0	BAY POINT 2.2
									48	Y	1165.8	0.0	BLUME 1.5
		8.32	6.00			11.55		6.13	83		1167.3	52.8	MALTBY 1.8
		8.34	6.03			11.57		6.17	76		1169.1	52.8	VINE HILL 1.7
		8.37	6.07			f11.59		6.21	15		1170.8	60.0	MUIR 2.6
		8.42	f 6.14			PM 12.05		6.27	140	W	1173.4	52.8	GLEN FRAZER 1.9
		8.46	6.18			12.09		f 6.32	148	W	1175.3	0.0	CHRISTIE 4.3
		8.51	**6.26^{42}**			12.15		6.38	61		1179.6	0.0	LUZON 1.5
		8.53	6.29			12.17		6.40	39		1181.1	0.0	HERPOCO 0.4
		8.54	6.30			f12.18		f 6.41	12		1181.5	49.6	PINOLE 1.7
		8.56	6.33			12.21		6.44	145		1183.2	52.8	GATELEY 3.3
		9.00	6.38			12.26		6.48	72		1186.5	0.0	RHEEM 1.3
		9.02	6.43			12.28		6.51	38		1187.8	51.7	SAN PABLO 1.8
12.01 PM	PM 10.52	s 9.07	s 6.50	PM 5.37	PM 2.07	s12.34	AM 8.52	s 6.58	YARD	FW TY	1189.6	0.0	**RICHMOND** 0.6
	10.53	f 9.08	6.53	5.38	2.08	f12.37	8.53	f 7.00			1190.2		RICHMOND AVE. 1.5
	10.58 PM	9.12 PM 9.20	7.00 PM 7.15	5.43 PM	2.13 PM	12.42 PM 12.50	8.58 AM	7.05 AM 7.15	YARD		1191.7		**FERRY POINT** 7.7
		10.00 PM	8.00 PM			1.30 PM		8.00 AM			1199.4		SAN FRANCISCO (95.4)
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
(15.5)	(21.0)	(38.4)	(30.6)	(21.0)	(21.0)	(36.2)	(21.0)	(30.9)					--------Average speed per hour

THIRD DISTRICT

TIME TABLE NO. 58 December 4, 1927	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class									
			40	10	46	22	44	42	48	50	2	34
			The Missionary	PASSENGER	PASSENGER	The Missionary	PASSENGER	PASSENGER	The Navajo	PASSENGER	The Navajo	Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
RIVERBANK		P		PM 12.05 PM		PM 4.59		PM 8.45			AM 2.18	AM 3.30
5.3	15.8											
ESCALON		DP		s11.57		4.51		f 8.36			2.10	
5.4	15.0											
AVENA		B		f11.50		4.44		f 8.29			2.03	
5.5	9.8											
BURNHAM		NP		f11.43		4.37		8.22			1.55	
4.4	9.3											
LARSON		B		11.37		4.32		8.16			1.49	
3.4	10.3											
MORMON		P		11.32		**4.27**^{9}		8.12			1.45	
1.1	10.3											
S.P. and W.P. Main Line Crossings STOCKTON Western Pacific Ry. Crossing		B		11.30 s11.22		s 4.25		8.10 s 8.04			1.42 s 1.29	
4.5	1.8											
WOODSBRO				11.15		4.14		7.55			1.22	
1.2	0.5											
GILLIS		B		11.13		4.12		7.53			1.20	
2.2	0.5											
HOLT		DP		s11.09		4.09		f 7.51			1.17	
4.2	0.0											
TRULL		B		**11.00**^{41}		4.03		**7.44**^{5}			1.10	
1.3	5.3											
MIDDLE RIVER		DP		s10.57		4.01		f 7.42			1.07	
2.0	10.6											
ORWOOD		DP		s10.53		f 3.57		f 7.38			1.02	
3.1	10.6											
BIXLER		B		f10.48		3.52		7.32			12.57	
3.1	0.0											
KNIGHTSEN		DP		s10.43		3.48		f 7.28			12.52	
3.1	6.6											
OAKLEY		DP		s10.37		3.44		f 7.23			12.47	
4.7	15.8											
SANDO		B		10.30		3.37		7.17			12.40	
1.3	15.8											
ANTIOCH		P		s10.27		s 3.35		s 7.14			s12.37	
3.7	6.6											
PITTSBURG		DP		s10.21		f 3.27		s 7.04			f12.28	
3.6	11.6											
BROSE		B		10.15		3.21		6.58			12.22	
4.1	15.8											
BAY POINT		P		s10.09		f 3.16		f 6.52			f12.16	
2.2	0.0											
BLUME		B										
1.5	0.0											
MALTBY		B		10.04		3.12		6.47			12.11	
1.8	0.0											
VINE HILL		B		f10.02		3.10		f 6.45			12.09	
1.7	0.0											
MUIR		DP		f 9.59		3.07		f 6.42			12.06	
2.6	0.0											
GLEN FRAZER		P		f 9.55		3.04		f 6.37			12.02 AM	
1.9	52.8											
CHRISTIE		B		f 9.50		3.00		6.32			11.56	
4.3	52.8											
LUZON		B		f 9.43		2.53		**6.26**^{9}			11.48	
1.5	52.8											
HERPOCO		B		9.41		2.51		6.24			11.46	
0.4	45.2											
PINOLE		DP		s 9.40		2.50		s 6.23			11.45	
1.7	29.9											
GATELEY		B		9.38		2.48		6.20			11.42	
3.3	52.8											
RHEEM		B		9.32		2.43		6.16			11.36	
1.3	0.0											
SAN PABLO				9.30		2.40		6.13			11.34	
1.8	52.8											
RICHMOND		P	AM 7.22	s 9.27	PM 12.54	s 2.36	PM 4.15	s 6.09	PM 7.14	PM 9.26	s11.30	9.45 PM
0.6	0.0											
RICHMOND AVE.			7.20	f 9.23	12.53	2.34	4.14	f 6.04	7.13	9.25	11.27	
1.5												
FERRY POINT		P	7.15 AM	9.18 AM 9.08	12.48 PM	2.30 PM 2.22	4.09 PM	6.00 PM 5.52	7.08 PM	9.20 PM	11.22 PM 11.07	
7.7												
SAN FRANCISCO				8.30 AM		1.45 PM		5.15 PM			10.30 PM	
(95.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(18.0)	(35.3)	(21.0)	(38.4)	(21.0)	(36.0)	(21.0)	(21.0)	(35.1)	(16.6)

No. 34 has no Time Table superiority.

VALLEY DIVISION—PORTERVILLE-OROSI DISTRICT

WESTWARD						TIME TABLE NO. 58 December 4, 1927			EASTWARD	
Second Class	First Class	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Minkler	Ruling Grade Ascending		Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	First Class	Second Class
91	5								10	96
MIXED	PASSENGER								PASSENGER	MIXED
Leave Daily Ex. Sunday	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily Ex. Sunday
	AM 11.30	YARD	F W T Y	116.0		BAKERSFIELD			PM 8.00	
					13.3	2.1	0.0			
	AM 11.37	60		113.9		LANDCO		B	PM 7.54	
					0.0	3.2	51.5			
	11.43 AM			110.7		**OIL JUNCTION**			7.47 PM	
						38.8				
	PM 12.49			71.9		**DUCOR**			PM s 6.46	
					56.8	5.9	52.8			
	f12.58	56		66.0		ULTRA		B	f 6.34	
					52.8	7.0	52.8			
	1.09			59.0		PORTERVILLE JCT. P. N. E. Railway Crossing			6.19	
					0.0	0.8	33.2			
	s 1.12	39	YW	58.2		PORTERVILLE		DP	s 6.16	
					52.8	5.8	52.8			
				52.4		Visalia Electric Railway Crossing				
					0.0	0.5	3.8			
	f 1.22	38		51.9		STRATHMORE JCT.		B	f 6.03	
					31.1	1.1	0.0			
	1.24	31		50.8		MIRADOR			6.00	
					3.1	1.5	31.4			
				49.3		Visalia Electric Railway Crossing				
					0.0	2.6	26.4			
	s 1.32	38	W	46.7		LINDSAY		DP	s 5.52	
					5.0	3.1	34.8			
		20		43.6		LUCCA				
					0.0	0.6	0.0			
		19		43.0		SIDES				
					15.8	3.8	0.0			
	s 1.45	29		39.2		EXETER		DP	s 5.36	
					15.8	0.3	0.0			
				38.9		Visalia Electric Railway Crossing				
					15.8	0.6	0.0			
		9		38.3		ANTES				
					4.7	2.1	5.3			
		12		36.2		VENIDA				
					0.0	2.1	5.3			
	f 1.55	21		34.1		FANE			f 5.25	
					21.1	2.9	8.9			
	f 2.03	24	W	31.2		HILLMAID		B	f 5.20	
					20.8	0.1	30.8			
				31.1		Visalia Electric Railway Crossing				
					20.8	1.0	30.8			
	f 2.10	20		30.1		REDBANKS		B	f 5.15	
					0.0	1.8	20.8			
		10		28.3		CAIRNS				
					0.0	1.4	17.4			
		21		26.9		RAYO				
					0.0	3.1	17.4			
	f 2.22	50		23.8		SEVILLE		DP	f 5.04	
					15.3	3.2	10.8			
	2.30		Y	20.6		WYETH			4.58	PM 12.35
						1.6	26.8			
	2.35 PM	76	WF			**CUTLER**		DP	4.55 PM	12.30 PM
					0.0	1.6				
PM 12.35			Y	20.6		WYETH				
					14.4	2.0	0.0			
f12.45		30		18.6		OROSI		DP		
					30.3	4.2	0.0			
f12.55		12		14.4		PRIMERO				
					19.0	2.2	15.2			
s 1.08		58		12.2		ORANGE COVE		DP		
					16.2	5.9	10.6			
f 1.28		28		6.3		NAVALENCIA				
					25.3	6.3	31.7			
1.48 PM		27	WY	0.0		**MINKLER**		DP		
Arrive Daily Ex. Sunday	Arrive Daily					(116.0)			Leave Daily	Leave Daily Ex. Sunday
(16.9)	(31.4)					Average speed per hour			(31.4)	(19.2)

WAHTOKE DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Miles from Reedley	Ruling Grade Ascending	TIME TABLE NO. 58 December 4, 1927	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD
Second Class								Second Class
								92
								MIXED
	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday
	YARD	F WY	0.0		**REEDLEY**		DP	PM 2.25
				41.4	4.4	0.0		
	39		4.4		RADWIN			f 2.10
				21.1	0.5	13.2		
	6		4.9		VINO			f 2.08
				0.0	1.0	33.2		
	15		5.9		WAHTOKE		B	f 2.05
				31.7	3.4	0.0		
	27	WY	9.3		**MINKLER**		DP	1.55 PM
				52.8	2.0	0.0		
	39		11.3		OAKHURST			
				57.0	3.5	0.0		
	8		14.8		AVOCADO			
				58.3	2.1	0.0		
	Yard		16.9		**PIEDRA**		DP	
					(16.9)			Leave Daily Ex. Sunday
					Average speed per hour			(18.6)

OAKDALE DISTRICT

WESTWARD			Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Riverbank	Ruling Grade Ascending	TIME TABLE NO. 58 December 4, 1927	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD		
First Class										First Class		
205	209	241								236	210	222
MOTOR	MOTOR	MOTOR								MOTOR	MOTOR	MOTOR
Leave Daily	Leave Daily	Leave Daily					STATIONS			Arrive Daily	Arrive Daily	Arrive Daily
PM 6.00	PM 3.15	AM 9.40	40	Y	6.5		**OAKDALE** S. P. Co. Oakdale Branch Crossing		DP	AM 9.30	PM 12.25	PM 5.20
						21.1	6.5	21.1				
6.15 PM	3.30 PM	9.55 AM	YARD	Y FW T	0.0		**RIVERBANK**		P	9.15 AM	12.10 PM	5.05 PM
Arrive Daily	Arrive Daily	Arrive Daily					(6.5)			Leave Daily	Leave Daily	Leave Daily
(26.0)	(26.0)	(26.0)					Average speed per hour			(26.0)	(26.0)	(26.0)

LATON DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Laton	Ruling Grade Ascending	TIME TABLE NO. 58 December 4, 1927	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD
	No. Cars		Miles		STATIONS			
	83	Y	0.0		**LATON**		DP	
				0.0	1.9	10.4		
			1.9		S. P. Goshen Branch Crossing			
				0.0	3.7	10.4		
	10		5.6		CLINT			
				0.0	2.2	0.0		
	15		7.8		H. & S. L. R. R. Crossing CORNWELL			
				0.0	1.8	0.0		
	11		9.6		GEPFORD			
				0.0	2.3	0.0		
	4		11.9		ROY			
				0.0	3.7	3.0		
	20		15.6		SHILLING			
				0.0	1.8	0.0		
	26	Y W	17.4		LANARE		B	
					(17.4)			
					Average speed per hour			

WESTWARD First Class					Miles from Richmond	Ruling Grade Ascending	TIME TABLE NO. 58 December 4, 1927	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class				
305	309	307	341	321						310	322	342	308	302
PASSENGER	The Navajo	PASSENGER	PASSENGER	The Missionary						PASSENGER	The Missionary	PASSENGER	PASSENGER	The Navajo
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM	PM	PM	PM	AM						AM	PM	PM	PM	PM
9.26	7.14	4.15	12.54	7.22	0.0		RICHMOND		P	8.52	2.07	5.37	8.37	10.52
						64.4	4.0	49.5						
9.35	7.23	4.24	1.02	7.31	4.0		MALOTT			8.45	2.00	5.30	8.30	10.45
						23.5	0.8	39.6						
9.37	7.25	4.26	1.04	7.33	4.8		DWIGHT		B	8.43	1.58	5.28	8.28	10.43
						22.7	1.7	31.7						
					6.5		S. P. Co. Electric Crossing							
						0.0	1.5	0.0						
s 9.47	s 7.35	s 4.36	s 1.12	s 7.43	8.0		BERKELEY		DP	s 8.33	s 1.48	s 5.18	s 8.18	s 10.33
						0.0	1.9	0.0						
					9.9		S. P. Co. Berkeley Branch Crossing							
						0.0	1.0	79.4						
9.56	7.44	4.45	1.20	7.52	10.9		OAKLAND		P	8.25	1.40	5.10	8.10	10.25
PM	PM	PM	PM	AM			(10.9)			AM	PM	PM	PM	PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(21.8)	(21.8)	(21.8)	(25.1)	(21.8)			............Average speed per hour............			(24.2)	(24.2)	(24.2)	(24.2)	(24.2)

VALLEY DIVISION

OIL CITY DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Oil Junction	Ruling Grade Ascending	TIME TABLE NO. 58 December 4, 1927	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD
	No. Cars		Miles		STATIONS			
	163	Y	0.0		OIL JUNCTION			
				21.1	3.0	0.0		
	44		3.0		SEGURO		D	
				0.0	1.9	42.2		
			4.9		TREADWELL JCT.			
				0.0	0.7	0.0		
	YARD		5.6		OIL CITY			
				105.6	0.6	0.0		
	11		6.2		AINROF (Spur)			
					(6.2)			

TREADWELL DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Treadwell Jct.	Ruling Grade Ascending	TIME TABLE NO. 58 December 4, 1927	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD
	No. Cars		Miles		STATIONS			
			0.0		TREADWELL JCT.			
				151.8	2.4	0.0		
			2.4		PORQUE (Spur)			
						0.0		
					(2.4)			

(Continued from page 3)

38. Standard thermometers are located at Bakersfield, Calwa, Fresno, Riverbank, Stockton, Richmond and Oakland. Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-H and special bulletins with respect to handling ventilators.

39. If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

40. Engineman and fireman must, when practicable communicate to each other the indication of all signals affecting the movement of their train.

41. Enginemen having headlight obscured, as required by Rule 17 of the Book of Rules and Regulations of the Operating Department, must not again display light until rear of the opposing train has passed their engine.

When rules require the headlight to be displayed ELECTRIC headlights on engines may be dimmed:

(a) In yards where switch engines are employed.

(b) At meeting points AFTER switch has been lined for opposing train to enter siding as per Rule 89-A.

(c) Approaching another train in the act of receiving or discharging passengers.

(d) When standing at station.

(e) On double track as may be expedient or necessary when approaching trains running in the opposite direction.

42. Rule 211-A is modified as follows: In automatic block territory and on double track when moving with current of traffic Form 19 train order may be used to restrict the superiority of trains, except that Form 31 must be used,

(a) when block is out of service,

(b) when necessary to restrict a train which is at blind siding or closed office,

(c) when necessary to restrict a train which has been cleared (see Rule 219),

(d) when issuing order, example 3 of Form "G," giving right over all trains,

(e) when reducing a time order,

(f) when order is to be delivered superior train at meeting point,

(g) when necessary to notify trains of obstructions or extremely unsafe condition of track or bridge,

(h) when any portion of double track is used as single track.

Form 19 may be placed at points outside of block territory provided such orders are to be executed inside of block.

Operators, having orders, before clearing a train must fill out clearance card and repeat the address and order numbers to the dispatcher, who must make record of the train and orders in his train order book, and if correct and include all orders for that train at that office give "O.K." with the time and his initials to the operator, who will endorse same on the clearance card and deliver as prescribed by rule. Clearance cards must not be filled out or "O.K." given in advance of the approach of train.

43. Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1,500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train but in no wise abrogate nor modify special rules, train orders or instructions further restricting the speed of trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory which the rear of the train having passed normal speed may be resumed.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

44. Rule 854, Book of Rules and Regulations Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

Automatic signals upper quadrant type between Bakersfield and Jastro, and between Angiola and Richmond—Ferry Point. Trains finding signals 8881, 681, 9501, 9511, 9671, 9981, 9991 10551, 10941, 10951, 10961, 11191, 11193, 11201, 11203, 11501, 11503, 11511, 11541, 11551, 11631, 11881, 11891, 1 and 3 westward, and signals 8892, 9512, 9522, 9682, 9942, 9982, 9992, 10002, 10562, 10952, 10962, 10982, 11194, 11202, 11222, 11504, 11512, 11522, 11554, 11562, 11634, 11892, 11896, 12 and 2 eastward, in stop position will stop and then if signal does not clear, proceed under control through the block.

45. So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

FIRST DISTRICT

46. Speed limit 8 miles per hour through city limits of Hanford.

47. Movements of trains, light engines and switch cuts over double track between Kern Jct. and Bakersfield will be made in accordance with Rules D-151 and D-152.

SECOND AND OAKDALE DISTRICTS

48. Speed limit 6 miles per hour through city limits of Fresno

8 miles per hour through city limits of Merced.

49. Movements of trains, light engines and switch cuts over double track between Fresno and Calwa will be made in accordance with rules D-151 and D-152.

THIRD DISTRICT AND SAN FRANCISCO TERMINAL

50. In addition to regular train signals, all trains, both day and night, will display each a lighted red and white hand lantern on rear of train between Maltby and Richmond and will also carry a lighted red and white lantern in cab of engine for convenient use in case of trouble.

All trains will use headlight through Franklin tunnel.

Helper engines must not be detached from trains in tunnels.

Passenger trains backing between Richmond and Ferry Point will have brakeman stationed on the forward platform, provided with brake valve, air whistle and, in addition, at night, a white light.

Headlight on engines standing under train shed, Ferry Point, must be extinguished when steamers landing if reflection of same toward boat or slip.

51. In switching at Hercules powder plant cars must not be "dropped" into any of the spurs but must be carefully shoved to spot or coupling.

In switching at Valley Spur, Muir, air must be coupled up and working on all cars, under no circumstances will cars be "dropped" or "kicked."

52. Trains meeting at Vine Hill or Sando must observe the following:

At Vine Hill eastward train holding main track must not pass preliminary board until signal 11682 assumes "Stop" position.

At Sando westward train holding main track must not pass preliminary board until signal 11503 assumes "Stop" position.

When stopped in compliance with above and track is seen and known to be clear trains may enter block under control. This modifies Rule 854.

53. Movements of trains, light engines and switch cuts, over double track between Richmond and Ferry Point, will be made in accordance with Rules D-151 and D-152.

SPEED LIMITATIONS

54. 8 miles per hour through city limits of Stockton and Antioch.

10 miles per hour, all trains through crossover between main tracks west of depot Richmond.

20 miles per hour, all trains crossing Alhambra viaduct.
All trains over San Joaquin drawbridge B-1124.
All trains over Middle River and Orwood drawbridges Nos. A-1135 and A-1137.

25 miles per hour, all trains through city limits of Pittsburg.
All trains through interlocking plant, Stockton tower No. 2.

30 miles per hour, all freight trains in either direction between Maltby and Pinole.
All trains over first street crossing west of station Bay Point.

45 miles per hour, all passenger trains between Maltby and Pinole.

50 miles per hour, all passenger trains between Holt and Werner.

OAKLAND DISTRICT

55. Number 321 is superior to Number 310.
Number 341 is superior to Number 322.
Number 307 is superior to Number 342.
Number 309 is superior to Number 308.
Number 305 is superior to Number 302.

Numbers 40, 44, 46 and 50 on arrival Richmond will head through west leg of wye and proceed as Numbers 321, 307, 341 and 305 respectively.

(Continued on Page 13)

VISALIA DISTRICT

56. Speed limit 15 miles per hour through city limits of Tulare.
15 miles per hour through city limits of Visalia.
15 miles per hour through city limits of Reedley.

57. No. 11 is superior to No. 24.
No. 27 is superior to No. 28.

WAHTOKE DISTRICT

58. Speed limit 20 miles per hour all trains handling freight cars between Minkler and Piedra, and 25 miles per hour between Reedley and Minkler.

59. No train or engine will exceed a speed of 15 miles per hour through the corporate limits of El Cerrito and Albany, and 20 miles per hour between the railroad crossing sign east of the interlocking plant and San Pablo Avenue, Oakland, and unnecessary use of the whistle must be avoided. Engine bell must ring continuously within these limits; the use of the whistle for grade crossing signals may be omitted except in case of fog or other unusual conditions, when the whistle may be moderately and reasonably used.

PORTERVILLE DISTRICT

60. Time Table and Rules and Regulations of the Operating Department, Southern Pacific Co., will govern between Oil Junction and Ducor.

61. Speed limit 15 miles per hour through city limits Lindsay
25 miles per hour all freight trains between Minkler and Wyeth.
30 miles per hour all freight trains between Cutler and Ducor.
50 miles per hour all passenger trains between Lindsay and Cutler.

FRESNO INTERURBAN DISTRICT

62. Speed Limitations:
15 miles per hour between Hammond and Fairview.
25 miles per hour between Fairview and Elk.

Sidings, Spurs and Flag Stops not shown on face of Time Table

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Shattuck	890.6	10	West	Freight
Ivy	909.8	5	East	Freight
Palmo	910.5	4	East	Freight
Hoover	910.5	23	West	Freight
Petro	920.0	9	West	Freight
Spa	938.3	16	East & West	Freight
Alpaugh	941.8	Branch	East	Freight
Pitco	970 1	3	East	Freight
SECOND DISTRICT	Miles from Albuquerque			
Solo	1017 0	39	West	Freight
Calpack	1048.6	61	East & West	Freight
Carolyn	1052 1	11	West	Freight
Hoff	1060.1	10	East & West	Freight
Cortez	1074.6	7	West	Freight
Fells	1083.7	30	East & West	Freight
VISALIA DISTRICT	Miles from Corcoran			
Siete	6.5	4	West	Freight
Imhoff	15.7	9	West	Freight
Higby	21.8	10	East	Freight
Tokay	42.3	30	East & West	30-5 & Freight
Enson	43.9	12	East	Freight
Grapegrowers	46.0	6	West	Freight
Gilbert	46.7	5	East	Freight
Mattei	64.2	166	West	Freight
Homsy	65.6	4	East	Freight
Janjigian	65.7	7	East	Freight
WAHTOKE DISTRICT	Miles from Reedley			
Carmelita	8.2	6	East	Freight
Woodrock	13.3	61	East	Freight
PORTERVILLE DISTRICT	Miles from Minkler			
Twin Buttes	25.3	8	West	Freight
Cyr	26.2	6	East	Freight
Woodlake	33.5	4	Branch from Hillmaid	Freight
Matchin	37.3	6	East	Freight
List	40.6	11	West	Freight
Cleary	44.5	14	West	Freight
Evans	44.8	1	West	Freight
Taylor	45.2	11	East	Freight
Sierra Heights	48.5	13	East	Freight
Gillette	50.4	16	East	Freight
Strathmore	52.0	Branch	East	Freight
Denlin	52.6	30	West	Freight
Adams	52.9	Branch	East	Freight
Mosian	54.5	27	East	Freight
Lumer	60.9	61	East	Freight
Sunland	61.4	Branch	West	Freight
Magnolia	61.9	17	East & West	Freight
Lempom	63.7	5	East	Freight
San Joaquin Cotton Compress	114.3	12	East & West	Freight
THIRD DISTRICT	Miles from Albuquerque			
Harrold	1099.5	11	West	Freight
Permelia	1114.9	7	West	Freight
Lacto	1132.9	21	East & West	10, 41 & Freight
Werner	1139.0	28	Siding	41,10,42 & Freight
Bridgehead	1148.4	8	West	Freight
Nichols	1161.7	18	East	Freight
OAKLAND DISTRICT	Miles from Richmond			
Cerrito	5.7	11	East	Freight
Peoco	7.5	5	East	Freight
Bruce	7.8	6	West	Freight
Opaco	10.0	8	West	Freight
Redo	10.2	12	West	Freight

LENGTH OF WYE STEMS

Blume	292 feet	Oakland	350 feet
Laton	260 feet	Lanare	505 feet
		Oakdale	300 feet
Porterville	425 feet	Bakersfield	456 feet

JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:

Corcoran for First District
Laton for First District
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville District
Landco for First District

Minkler for Wahtoke District
Calwa for Westward trains from First District
Fresno for Eastward trains
Riverbank for Second and Third District trains
Richmond for Westward Third District trains
Richmond-Oakland District for Third District trains

Railroad Crossings at Grade and Interlockers.

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
FIRST DISTRICT			
Hanford	S. P. Goshen branch. East end West siding and West end East siding. Ice house track. Stock yard track.	Interlocker. Upper quadrant signals. Semi-Automatic. Approach locking.	For Round house lead —— O Storehouse —— —— O From Round house store house or yard lead to Main track sound signal for track from which moving.
Calwa 0.8 East	S. P. main track and entrance to yard.	Interlocker. Upper quadrant signals. Semi-Automatic. Approach locking.	
VISALIA DISTRICT			
Tulare	S. P. main line.	Interlocker. No distant signals. Upper quadrant. Approach locking.	
Visalia	S. P. Visalia branch.	Stop. Send flagman ahead.	
Peral 1.5 West	S. P. Porterville branch	Stop. Rules 98, A, B, and C.	
Lac Jac 0.3 East	S. P. Porterville branch	Stop. Rules 98, A, B and C.	
PORTERVILLE DISTRICT			
Hillmaid 0.1 West	Visalia Elec.	Stop. Rules 98, A, B and C.	
Exeter 0.3 West	Visalia Elec.	Stop. Rules 98, A, B and C.	
Mirador 1.3 West	Visalia Elec.	Stop. Rules 98, A, B and C.	
Strathmore Jct. 0.3 East	Visalia Elec.	Stop. Rules 98, A, B and C.	
Porterville 0.8 East	P. N. E. Railway.	Stop. Rules 98, A, B and C.	
LATON DISTRICT			
Laton 1.9 West	S. P. Goshen branch.	Stop. Rules 98, A, B and C.	
Cornwell	H. S. L. R. R.	Stop. Rules 98, A, B and C.	
SECOND DISTRICT			
Sunmaid Tower. 0.5 West Calwa	S. P. Porterville branch. Double track Crossover.	Interlocker, Upper quadrant signals, semi-automatic. Approach locking.	Switch lead ——O For Crossovers—— O ——
Fresno Tower 0.4 East	S. P. Pollasky branch. Double track Crossovers, yard lead and Industry tracks.	Interlocker. Upper quadrant signals, semi-automatic. Approach locking.	Pike lead —— O Guggenhime No. 1 and Corral track OO — OO Guggenhime No. 2 OO ——O Hill tracks OOO —— Yard track O——
Kismet 0.3 West	S. P. Berenda branch.	Interlocker. Upper quadrant signals, semi-automatic. Approach locking.	
Merced, Tower No. 2	Y. V. R. R.	Interlocker. Upper quadrant signals, semi-automatic. Approach locking.	
Merced, Tower No. 1 0.7 West	S. P. Oakdale branch.	Interlocker, Upper quadrant signals, semi-automatic. Approach locking.	
OAKDALE DISTRICT			
Oakdale	S. P. Oakdale branch.	Stop. Rules 98, A, B and C.	
THIRD DISTRICT			
Stockton Tower No. 2 0.4 East	W.P. and S. P. main tracks and transfer tracks.	Interlocker, Upper quadrant signals, semi-automatic. No distant signals. Approach locking.	S. P. transfer OOO ——
Stockton, Hunter St.	W. P. branch and T. S. R. R.	Upper quad., Manual operated signals, no derails.	W. P. transfer —— O
Stockton 0.5 West	Wye Crossing.	Upper quad., Semi-automatic, Manual operated signals, no derails.	W. P. main track connection O ——
Woodsbro 1.0 East	San Joaquin River Drawbridge	Interlocker, Upper quadrant signals. semi-automatic. Approach locking.	
Middle River	Drawbridge.	Interlocker, Color light signals, semi-automatic. Approach locking.	
Orwood 0.3 East	Drawbridge.	Interlocker, Upper quadrant signals, semi-automatic. Approach locking.	
OAKLAND DISTRICT			
Berkeley, Golden Gate Tower 1.9 West	S. P. R. R. Berkeley branch.	Interlocker, No distant signals, Upper quadrant home signals. Approach locking.	
Albany, Masonic Ave. Tower	S. P. Electric.	Interlocker, Upper quadrant signals.	

"Approach locking" indicates that towerman cannot change route (in less than two minutes) after an approaching train on main track has entered block. Trains must not exceed forty miles per hour over any interlocked crossing not otherwise restricted.

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES, SUNSET RAILWAY AND SANTA FE COAST LINES HOSPITAL ASSOCIATION—VALLEY DIVISION.

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles.
DR. A. TYROLER, Assistant Chief Surgeon, Kerckhoff Building, Los Angeles.
DR. A. R. KILGORE, Assistant to Chief Surgeon, San Francisco.

DR. CURTIS SMITH, Assistant Local Surgeon	San Francisco.
DR. E. S. KILGORE, Internist	San Francisco.
DR. WALLACE I. TERRY, Consulting Surgeon	San Francisco.
DR. GILBERT BARRETT, Consulting Surgeon	San Francisco.
DR. A. C. GIBSON (Aurist)	San Francisco.
DR. W. D. KEARNEY (Oculist)	San Francisco.
DR. H. B. BELL, Local Surgeon	Oakland.
DR. E. E. BRINCKERHOFF (Oculist)	Oakland.
DR. CHAS. E. PETERS, Roentgenologist	Oakland.
DR. C. L. ABBOTT, District Surgeon	Richmond-Oakland.
DR. U. S. ABBOTT, Local Surgeon	Richmond.
DR. L. ST. JOHN HELY, Consulting Surgeon	Richmond.
DR. L. A. HEDGES, Assistant Surgeon	Richmond.
DR. S. H. MARKS	Pittsburg.
DR. FRED P. NEVIUS, Local Surgeon	Antioch.
DR. W. T. McNEIL, Local Surgeon	Stockton.
DR. J. D. DAMERON, Consulting Surgeon	Stockton.
DR. B. F. WALKER (Oculist)	Stockton.
DR. O. I. BEMIS, Local Surgeon	Riverbank.
DR. H. D. SKINNER, Local Surgeon	Hughson.
DR. RAY R. DEARBORN, Local Surgeon	Madera.
DR. A. H. SWEENEY, Division Surgeon	Fresno.
DR. C. F. DICKENSON, Consulting Surgeon	Fresno.
DR. HOWARD H. HOPKINS, Assistant Surgeon	Fresno.
DR. J. R. WALKER (Oculist)	Fresno.
DR. G. W. WALKER (Consulting Oculist and Aurist)	Fresno.
DR. W. E. LILLEY, Local Surgeon	Merced.
DR. A. S. PARKER, Specialist	Merced.
DR. E. C. FOSTER, Local Surgeon	Hanford.
DR. J. THOMAS PEERY, Local Surgeon	Corcoran.
DR. JOSEPH SMITH, Local Surgeon	Bakersfield.
DR. F. A. HAMLIN (Oculist)	Bakersfield.
DR. G. C. SABICHI, Consulting Surgeon	Bakersfield.
DR. KEITH S. McKEE, Assistant Oculist and Aurist	Bakersfield.
DR. J. M. KIRBY, Assistant Surgeon	Bakersfield.
DR. ROBERT M. JONES, Assistant Local Surgeon	Bakersfield.
DR. L. HEULER. Local Surgeon	Fellows.
DR. H. M. HAWKINS, Local Surgeon	Taft.
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DR. R. C. HILL, Local Surgeon	Exeter.
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DR. T. O. McSWAIN, Local Surgeon	Visalia.
DR. WM. G. CARSON, Local Surgeon	Cutler.
DR. G. A. HAWKINS, Local Surgeon	Reedley.
DR. J. AUDLEY YOUNG, Local Surgeon	Oakdale.
DR. HORACE G. CAMPBELL, Local Surgeon	Lindsay.
DR. S. A. BARBER, Local Surgeon	Porterville.

R. D. MONTGOMERY, General Watch Inspector, Topeka, Kan.

LOCAL WATCH INSPECTORS

E. W. MARTIN	Oakland.
E. B. WARRINGTON	Corcoran.
OTTO A. POULSEN	Richmond.
AMERICAN JEWELRY CO	Bakersfield.

C. D. BROCKETT, Traveling Watch Inspector, Fresno.

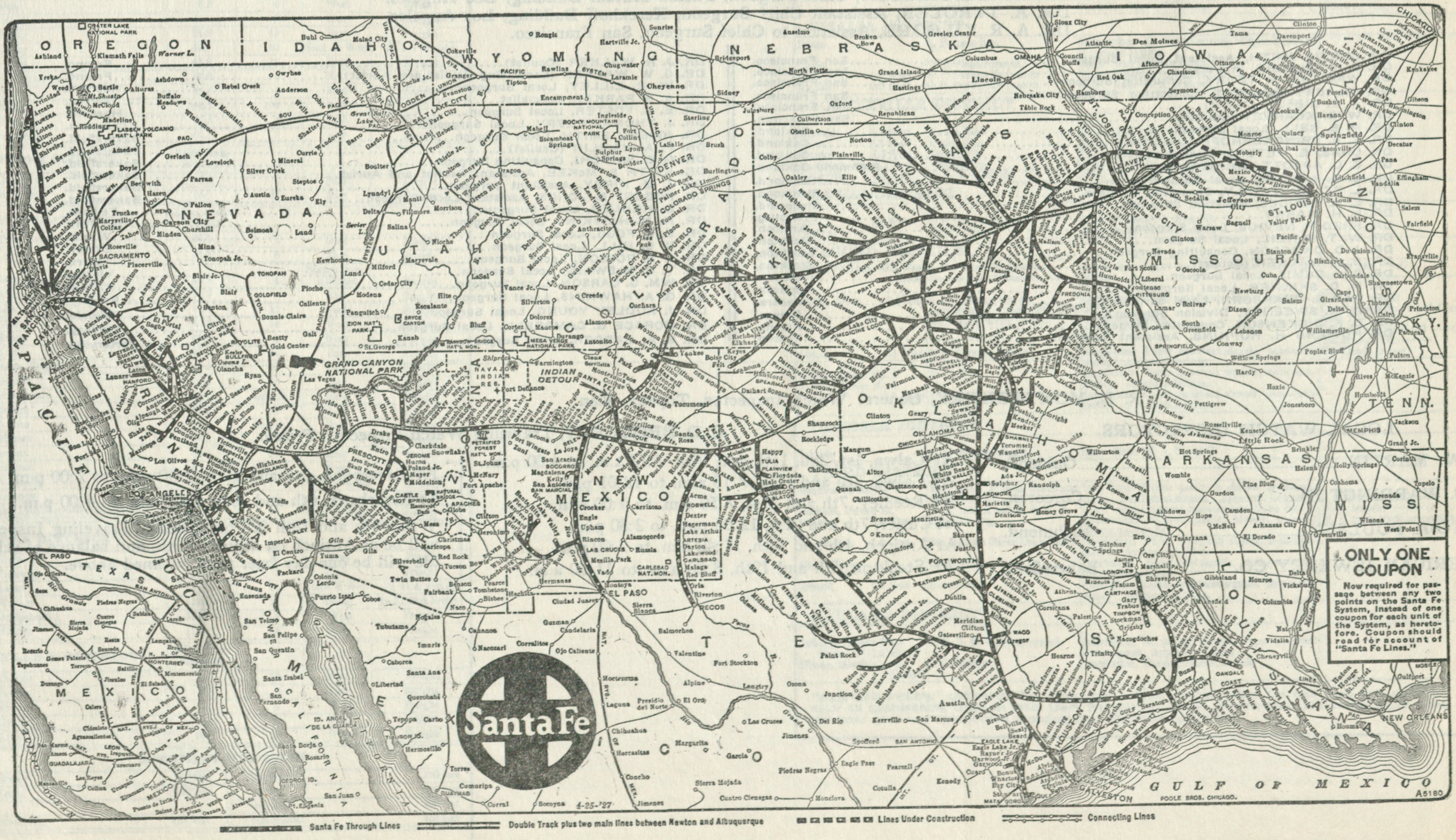
At Calwa, 1st, 2nd, 15th and 16th, 7:15 a.m. to 4:00 p.m.
At Calwa, 3rd and 17th, 7:15 a.m. to 12:01 p.m.
At Reedley, 7th and 21st, 7:50 a.m. to 9:00 a.m.
At Cutler, 7th and 21st, 12:05 p.m. to 2:30 p.m.
At Antioch, 4th and 18th, 11:40 a.m. to 7:00 p.m.
At Stockton, 5th and 19th, 8:00 a.m. to 11:30 a.m.
At Riverbank, 5th and 19th, 1:00 p.m. to 7:00 p.m.
At Riverbank, 6th and 20th, 8:00 a.m. to 4:00 p.m.

When 4th and 18th fall on Sunday, Traveling Inspector will be at Antioch on 5th and 19th, and balance of schedule will be one day later than outlined above.

SANTA FE
SAFETY FIRST

"Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, all unsafe conditions or practices."

(See General Rules E and F, Book of Rules.)



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Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

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